जाये और दूसरी तरफ कुछ जनपद ऐसे हैं जहां अनुमति नहीं दी जा रही है। क्या अगर इस बात को हम लिखकर दें तो आप इस बात की जांच कराएंगे और संबंधित जिला अधिकारियों को निर्देश देंगे कि इसमें कोई विघ्न न डालें, कोई बाधा न डालें।

डा॰ संजय पासवान: इस संबंध में पूरे तौर से राज्यों ने अपनी-अपनी व्यवस्था कर ली है और विभिन्न राज्यों में अथॉरिटी के माध्यम से या मिशन के माध्यम से यह स्कीम चल रही है। जिला स्तर पर भी अलग से जिला शिक्षा अधिकारी या उसके अतिरिक्त एक अधिकारी को इस काम के लिए चिन्हित किया गया है। जहां तक यह मामला है, यह मामला जिला और स्टेट की राजधानी का मामला है। अगर हमारे संज्ञान में लाया जाता है तो निश्चित तौर पर हम इस पर ऐक्शन लेंगे और चाहेंगे कि इसमें कोई बाधा न हो और माननीय सदस्य अगर उसमें मदद करना चाह रहे हैं तो यह अच्छी बात है और इस स्कीम के प्रति उनकी स्वीकृति है, ऐनडोर्समेंट है और उनकी रुचि इस स्कीम में बढ़ रही है। अगर हम लोगों के संज्ञान में लाया जाएगा तो हम लोग उस पर जरूर ऐक्शन लेंगे।

कुमारी मैबल रिबैलो: सर, हमें भी सप्लीमेंटरी पूछने की इजाजत दी जाए।

श्री सभापति: आपने 96 के लिए दिया था। प्रश्न संख्या 91।

Rail accidents

*91. PROF. SAIF-UD-DINSOZ:
SHRI MANOJ BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of accidents during the past three years, date-wise,

(b) the number of deaths in these accidents;

(c) the cumulative amount of *ex-gratia* payments made by Government to the next of kin of the deceased and the injured;

(d) whether the broad reasons for such frequent railway accidents have been identified;

(e) if so, the details thereof and if not, the reasons therefor; and

(f) steps proposed to be taken to prevent the accident and make railway journey safe for the passengers?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) to (f) A Statement is laid on the Table of the Sabha.

Statement

(a) The number of consequential train accidents of various types during the last three years are given as under:-

Type of Accident	2000-2001	2001-2002	2002-2003
Collision	20	30	16
Derailments	350	280	216
Manned Level Crossing Accidents	11	08	14
Unmanned Level Crossing Accidents	73	80	83
Fire in Train	17	08	16
Miscellaneous	02	08	6
TOTAL:	473	414	351

*Figures are provisional.

(b) and (c) The number of persons killed and injured in the consequential train accidents during the period 2000-2001, 2001-2002 and 2002-2003 alongwith the amount of *ex-gratia* paid to the next of kin of the deceased and injured persons are as under:

Year	No. of persons killed	No. of persons injured	Amount of *ex-gratia* paid (Rs. In lakhs)
2000-2001	216	488	160.09
2001-2002	267	778	118.11
2002-2003*	423	894	465.01

*Figures are provisional.

(d) and (e) Yes, Sir. The broad causes of these consequential train accidents are as under:-

Causes	2000-2001	2001-2002	2002-2003*
Failure of Railway Staff	293	248	198
Failure of persons Other than Railway Staff	109	103	104
Failure of equipment:	—	—	—
(a) Rolling stock	16	11	5
(b) Track	17	13	5
(c) Electrical	—	—	1
(d) S&T	—	—	1
Sabotage	19	14	18
Combination of factors	04	—	—
Incidental	11	20	17
Could not be established conclusively	04	05	2
Under investigation	—	—	—
GRAND TOTAL:	473	414	351

*Figures are provisional.

Note : Incidental causes include acts of nature like falling of boulders, sinkage of track due to heavy rain and cattle getting run over, etc.

(f) In order to prevent accidents and reduce the impact of mishaps on Indian Railways, the following measures are being taken:-

(i) A non-lapsable Special Railway Safety Fund (SRSF) of Rs. 17,000 crore has been set-up to wipe out the arrears of replacement of over-aged assets like track, bridges, rolling stock, and signalling gears within a fixed time-frame of six years. The fund has been operational since October, 2001.

(ii) Extended field trials of prototype Anti Collision Device (ACD) have been successfully completed on Northern Railway. Works for provision of ACD covering about 3500 route kms on North-east Frontier, Southern, South Central, South Western, and Northern Railway have been sanctioned. ACD survey for 10,000 route kms has also been sanctioned.

(iii) Fouling Mark to Fouling Mark track circuiting on entire 'A', 'B', 'C', 'D' and 'D' Spl. routes where speed is more than 75 kmph has been completed.

(iv) Auxiliary Warning System has been working on Mumbai suburban sections.

(v) Last vehicle check by Axle Counter has been introduced on over 200 block sections and is being progressively added.

(vi) To meet the situation arising out of track stresses and fatigue, upgradation of track structure whenever called for is being undertaking on a planned basis by utilization of 60-kg rails on concrete sleepers. The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications.

(vii) For improving maintenance and better asset reliability, Railways are continuing to eliminate fish-plated joints on tracks by welding rails to convert all single rails into long welded rails to the extent possible. During relaying/construction of new lines/gauge conversion, long welded rails are laid on concrete sleepers to the extent possible. Turnouts are also being improved systematically.

(viii) "Quality Management Systems" have been developed and implemented as per the ISO 9001 Quality Standards in all the Production Units, majority of the workshops and some of the sheds/depots. All other important manufacturing/repair units have also been advised to develop and implement Quality Management Systems. Ultrasonic testing equipment is being

used for detection of flaws in the axles.

(ix) There has been progressive increase in the use of the Tie Tamping and ballast cleaning machines for track maintenance. Also, sophisticated Track Recording Cars, Ultrasonic Flaw Detectors, Self Propelled Ultrasonic Rail Testing Cars, Oscillograph Cars and Portable Accelerometers are being used progressively.

(x) Track renewals are carried out whenever they become due for renewal.

(xi) Modern bridge inspection and management system is being adopted, which will involve non-destructive testing techniques, under-water inspections, fibre composite wrapping, mapping unknown foundations and integrity testing, etc.

(xii) Intensive patrolling of railway track is carried out at vulnerable locations during monsoon, summer and winter.

(xiii) Interlocking of level crossing gates, provision of telephones at manned level crossings are some of the other safety aids being installed on the Railways.

(xiv) New technological inputs like solid state interlocking, digital axle counter, high performance point machines are being progressively introduced for enhanced safety and reliability of signalling systems.

(xv) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster communication. Guards and Drivers are also being progressively provided with LED based electronic flashing lamps and hand signal lamps having better visibility than the conventional kerosene lit signals lamps.

(xvi) Training facilities for drivers, guards and staff connected with train operation have been modernised, including use of Simulators for training of drivers. Rs. 73 crore have been provided

under SRSF for upgradation of Training Institutes and Disaster Management Modules are also being developed.

(xvii) Performance of the Staff connected with train operation is being consantly monitored and those found deficient are sent for crash training courses. Safety staff overdue for refresher course is not permitted on train duties.

(xviii) Periodical Safety Audit of different divisions by multi-disciplinary teams has been introduced. Inter-Railway inspections and inspections by Railway Board teams have also been introduced.

(xix) Drivers are given Breathalyzer tests to check for alcohol consumption while signing on and surprise checks are also done to identify defaulters.

(xx) Emphasis is given on surprise inspections and ambush. Night inspections are conducted regularly to eradicate adoption of short cut methods and those found to be slack are taken up.

(xxi) Introducing anti-climbing features in coaches to minimize effects of accidents Coaches with Centre Buffer Coupler (CBC) are being manufactured.

(xxii) Development of fire proof coaches is being done utilizing the latest technology available in respect of materials, fire proofing technique, etc.

(xxiii) Development of design of passenger coaches with features of crashworthiness which will absorb most of the impact energy leaving the passenger area unaffected.

(xxiv) With the revamping of Railway Recruitment Boards, (RRBs), quality of staff being selected through RRBs has substantially improved.

(xxv) Use of fire retardant materials for coach furnishings.

(xxvi) Fire resistant PVC flooring, interior paneling, ceiling, upholstery etc.

(xxvii) Improvement in materials used in electrical fittings, fixtures, such as MCB, light fittings, terminal boards, connectors etc.

(xxviii) Intensive publicity campaigns to prevent travelling public from carriages of inflammable goods.

PROF. SAIF-UD-DIN-SOZ: Mr. Vice Chairman, Sir, although so many details are given by the hon. Railway Minister, yet many things are still lacking. I will only take reply to the (d) and (e) parts of my question. In the 'causes' failure of railway staff is 293 and failure of track is 17 for 2000-01. I would like to know form the hon. Minister want are the punishment that he has imposed within the time frame. That is very *important.*

श्री नीतिश कुमार: सभापति महोदय , जब भी कोई दुर्घटना होती है, उसकी जांच होती है और जो उसके कारण होते हैं, उनके हिसाब से उसकी जवाबदेही भी सुनिश्चित की जाती है। उसके लिए जो ऑफीशियल्स जिम्मेदारी पाए जाते हैं चाहे हमारे अधिकारी हों या कर्मचारी हों, उनके खिलाफ कार्रवाई की जाती है।

میرا خیال ہے کہ نتیش جی بڑے ۔۔۔۔۔ نظر ہیں۔ اتنی بڑی دُرگھٹنائیں ہوئیں ہیں ملک میں لیکن یہ نہیں بتا رہے ہیں کہ دوشی لوگوں کو کیا سزا ملی ہے۔ جب آپ سزا بتائیں گے تب میرا دوسرا سپلیمنٹری ہوگا۔

†PROF. SAIF-UD-DIN SOZ: Sir, this is not reply. ...(*Interruptions*)..

मेरा ख्याल है कि नीतिश जी बडे समझदार मिनिस्टर हैं। इतनी बड़ी दुर्घटनाएं घटी हैं देश में लेकिन ये नहीं बता रहे हैं कि दोषी लोगों को क्या सजा मिली हैं। जब आप सजा बतायेंगे कि क्या मिली है तब मेरा दूसरा सम्लीमेंटरी होगा।

श्री नीतिश कुमार: हमने जो बताया है कि कार्रवाई होती है।

پروفیسر سیف الدین سوز: کیا کاروائی؟

†प्रो॰ सैफुद्दीन सोज़: क्या कार्रवाई?

†Transliteration of Urdu script.

श्री सभापति: ये सजा नहीं सुनाएंगे तो आपका दूसरा सप्लीमेंटरी नहीं होगा।

پروفیسر سیف الدین سوز: وہ کاغذ میں یہ دیکھنا چاہتا ہوں اور خود آپ کو پتہ ہے کہ کتنے لوگ مرے ہیں۔ میں کہتا ہوں کہ ان معاملوں میں سے میں نے صرف تین چنے ہیں کہ ان میں کیا سزائیں ملی ہیں، تاکہ سدن کو پتہ چلے کہ کیا جو پنشمینٹ ہے،

†**प्रो॰ सैफुद्दीन सोज़:** होगा, मगर मैं यह देखना चाहता हूं कि और खुद आपको पता है कि कितने लोग मरे है। मैं कहता हूं कि इन मामलों में से मैंने सिर्फ तीन चुने है कि इनमें क्या सज़ाएं मिली है, ताकि सदन को पता चले। क्या जो पनिशमेंट है, is it commensurate with the offence committed by the human beings and the people working on the *track?*

श्री नीतिश कुमार: देखिए पिछलें पांच वर्षों में 258 ऑफीशियल्स के खिलाफ कार्रवाई की गई है और जब उनको रिस्पॉसिबल पाया जाता है तो हमारा जो डिसिप्लिन एंड अपील रूल्स है सरकार का, उसके अंतर्गत उन पर कार्रवाई होती है जिसमें उनको नौकरी से निकालना, डिसमिसल, रिमूवल से लेकर और कई किस्म की पनिशमेंटस शमिल हैं।

PROF. SAIF-UD-DIN SOZ: Hon. Chairman, you are custodian of our rights. The hon. Minister is hiding something form this forum.

SHRI NITISH KUMAR: Nothing is hidden. ...(*Interruptions)*... I am not hiding anything ...(*Interruptions)*...

PROF. SAIF-UD-DIN SOZ: Because we are the representatives of the people, we want to know what is the punishment given. I want to challenge the system of punishment in my supplementary. I want to know what punishment you have awared. you cannot say that you conduced the inquiry. You cannot only say that you have conducted an inquiry and warded punishment. We want to know what is the system of punishment. I want a change, this House wants a change in the system of punishment....(*Interruptions)*...

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†Transliteration of Urdu script.

श्री सभापति: सिस्टम तो एक है कि इनक्वायरी के बाद में अगर दोषी पाया जाए तो उसको सजा दी जाए।

†پروفیسر سیف الدین سوز: کتنی سزا کیا سزا دی جاتی ہے؟ ----مداخلت---- میں آپ سے ماذیم سے ہی جاننا چاہتا ہوں----مداخلت----

†प्रो॰ सैफुद्दीन सोज़: नहीं, सर, क्या सजा दी जाती है? ...**(व्यवधान)**... मैं आपके माध्यम से ही जानना चाहता हूं। ...**(व्यवधान)**...

श्री नीतिश कुमार: नौकरी से निकले जाने तक की सज़ा दी जाती है, यह तो मैंने बता दिया है। ...**(व्यवधान)**... इस प्रकार की कार्रवाई होती है। इसमें तो कुछ है ही नहीं। ...**(व्यवधान)**...

پروفیسر سیف الدین سوز: آپ میری بات پوری سن لیں----مداخلت----

†प्रो॰ सैफुद्दीन सोज़: आप मेरी बात पूरी सुन लें। ...**(व्यवधान)**...

डा॰ अबरार अहमद: सर, क्या कोई जांच पूरी हुई या नहीं?

श्री सभापति: ये पूछ रहे है, क्वेश्चन पूछने वाले को पूछने दीजिए। ...**(व्यवधान)**... इनको पूछने दीजिए, पहले इनका क्वेश्चन है। ...**(व्यवधान)**...

SHRI A. VIJAYARAGHAVAN: Sir, the entire railway system is in jeopardy ...*(Interruptions)*...

PROF. SAIF-UD-DIN-SOZ: Hon. Chairman, Sir, I want to know about the punishment, and, then, I will put a question on change in the system. That is different. This nation wants to know what he is going to do with murderers.

SHRI RAJEEV SHUKLA: What is the report of the Railway Safety Commission?...*(Interruptions)*...

श्री नीतिश कुमार: इसका उत्तर तो मैं दे चुका हूं। जितने भी एक्सीडेंटस होते हैं। ...**(व्यवधान)**...

†Transliteration of Urdu script.

डा॰ अबरार अहमद: माननीय मंत्री जी, जो जांचें पूरी हो चुकी है, उनमें दोषियों को क्या सजाएं हुई हैं? ...(**व्यवधान**)...

श्री नीतिश कुमार: मैं समझ नहीं पा रहा हूं कि आप उत्तर क्या सुनना चाहते है? मेरी बात सुन लें। आपने जो प्रश्न पूछा है, मेरी बात सुन लें और उसके बाद अगर कोई और बात...

श्री सभापति: यह प्रश्न के दायरे में तो नहीं आता है लेकिन इनको जवाब दे दीजिए।

श्री नीतिश कुमार: सर, यह एक्सीडेंटस पर सवाल है। जो भी एक्सीडेंटस होते है, उनकी इनक्वायरी होती है। इनक्वायरी के लिए कमीशन ऑफ रेलवे सेफ्टी का प्रावधान किया गया है। वह Statutory inquiry करते हैं और जो उनके परव्यू में नहीं आता है, रेलवे ऑफिसर्स उसकी इनक्वायरी करते हैं। इनक्वायरी करने के बाद उसके कारण का पता लगाया जाता है और किसी एक्सीडेंट ...(**व्यवधान**)...

پروفیسر سیف الدین سوز: یہ تو تھیوری ہے، پریکٹکلی آپ کیا پنشمینٹ دیتے ہیں؟ ------مداخلت------

†**प्रो॰ सैफुद्दीन सोज़:** यह ता थ्योरी है, प्रैक्टिकली आप क्या पनिशमेंट देते है? ...(**व्यवधान**)...

श्री नीतिश कुमार: डिसमिसल फ्रॉम सर्विस। कार्रवाई डिसमिसल फ्रॉम सर्विस तक की होती है। ...(**व्यवधान**)...

SHRI DINESH TRIVEDI: Sir, we want to have a Half-an-Hour Discussion on this subject. ...(*Interruptions*)... Sir, we must have a Half-an-Hour Discussion on this. ...(*Interruptions*)...

श्री सुरेश पचौरी: सभापति महोदय, रेल एक्सीडेंट्स लगातार हो रहे है कृपापूर्वक आप इस पर डिसकशन करा दें तो मै समझता हूं कि सभी बातों का समावेश इसमें हो जाएगा। ...(**व्यवधान**)...

SHRI DINESH TRIVEDI: Sir, we want to have a Half-an-Hour Discussion on this subject. ...(*Interruptions*)...

श्री नीतिश कुमार: कार्रवाई तो जिसका अपराध साबित होता है, उसके हिसाब से की जाती है और मैक्सिमम डिसमिसल फ्रॉम सर्विस तक है। ...(**व्यवधान**)... कार्रवाई ही तो बता रहा हूं। ...(**व्यवधान**)...

†Transliteration of Urdu script.

MR. CHAIRMAN: Question Hour is over. ...(*Interruptions*)... Question Hour is over. ...(*Interruptions*)... Question Hour is over. ...(*Interruptions*)...

WRITTEN ANSWERS TO STARRED QUESTIONS

Data on Railway Bridges

*81. SHRI K. KALAVENKATA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether CAG has warned that the absence of data on construction of over one lakh railway bridges may hamper their monitoring; and

(b) if so, the remedial measures proposed to be taken in this regard?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) No, Sir. CAG has only observed that date of construction of some bridges is not available with some Railways and this may hamper their monitoring.

(b) The year of opening of line has been adopted as the year of construction of the bridges. The Bridges Inspection Register record is accordingly under updation. However, rehabilitation/rebuilding of bridges does not depend merely on the age of the bridges, but on the physical condition as ascertained during the inspection of the bridges for which, a well laid down multitier annual inspection procedure for each and every bridge exists. The distressed bridges are inspected more frequently.

All the old Cast Iron Pile Foundation Bridges and Bridges with Early Steel Superstructure have been sanctioned for rebuilding. All distressed bridges are sanctioned for rehabilitation/rebuilding each year as continuous process.

Action has also been taken for modernization of Bridge Inspection and Management System as per details given in Para 2.4.5 of the White Paper on Railway Safety which has been laid in the Rajya